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**Appendix A**

Bicycle Route Evaluation Matrix

Appendix A - STH 26 Bike Route Evaluation Matrix

Location											Traffic Operations Data				
Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	Final Report Status	Analysis Results	WI Bike Map Color	Segment Length (miles)	Curb Lane Width (ft)	Bicycle Lane Width (ft)	Paved Shoulder Width (ft)	Total Pavement Width (ft)	Residential Development (y/n)	AADT	Speed Limit (mi/h)	85th %tile Speed (mi/h)	Total Shoulder Width (ft)	Percent Yellow Line	Curb and Gutter (inches)
Janesville to Milton Routes															
Route A	This route is currently bikeable and is a recommended route.														
Wilcox Road															
Rotamer Road															
Tangelwood Road to Wright Road		Acceptable	Green	0.8	16	6	0	44	y	800	30	30	0	100	30
Wright Road to Town Hall Road		Acceptable	Green	0.8	11	0	1	24	y	225	30	30	1	0	0
Town Hall Road to Henke Road		Acceptable	Green	1.0	11	0	1	24	y	225	45	40	1	0	0
Henke Road		Acceptable	Green	2.2	10.5	0	1	23	n	75	50	55	1	50	0
				4.8											
Route B	A long-term route improvement is needed. WisDOT will construct a Town Hall Road overpass of WIS 26. This will provide a barrier free north/south connection.														
Rotamer Road															
Tangelwood Road to Wright Road		Acceptable	Green	0.8	16	6	0	44	y	800	30	30	0	100	30
Wright Road to Town Hall Rd		Acceptable	Green	0.8	11	0	1	24	y	900	30	30	1	0	0
Town Hall Road		Acceptable	Green	1.6	11	0	0	22	y	850	45	40	0	100	0
Townline Road		Acceptable	Green	0.5	10.5	0	0	21	n	225	40	40	0	100	0
Parkview Drive		Acceptable	Green	1.0	10	0	0	20	n	75	25	30	0	0	0
				4.7											
Route C	A long-term route improvement is needed. When Rock County completes its improvements this will be an acceptable mutil-use path.														
Ice Age Trail Connector Route		Not Applicable	Not Applicable	3.0											
Janesville to Fort Atkinson (bypassing Milton)															
Route E3	This route was eliminated due to the amount of travel indirection it required.														
Rotamer Road															
Tangelwood Road to Wright Road		Acceptable	Green	0.8	16	6	0	44	y	800	30	30	0	100	30
Wright Road to Town Hall Road		Acceptable	Green	0.8	11	0	1	24	y	225	30	30	1	0	0
Town Hall Road to Henke Road		Acceptable	Green	1.0	11	0	1	24	y	225	45	40	1	0	0
Henke Road to Tarrant Road		Acceptable	Green	2.0	10	0	0	20	n	225	55	45	0	0	0
Tarrant Road/Vickerman Road		Acceptable	Green	6.0	11	0	0	22	n	150	55	45	0	0	0
Bowers Lake Road		Acceptable	Green	5.0	9	0	0	18	n	480	50	50	0	0	0
County KK		Acceptable	Green	2.5	11	0	0	22	n	460	55	55	1	60	0
County K		Acceptable	Green	1.6	11	0	0	22	n	420	55	55	1	60	0
Mcintyre Road		Acceptable	Green	1.5	10	0	0	20	n	700	45	40	0	0	0
Poeppel Road			Green	2.0					n						
				23.2											
Milton to Fort Atkinson Routes															
Route A	This route is currently bikeable and is a recommended route.														
Bowers Lake Road		Acceptable	Green	3.5	10	0	0	20	n	480	55	50	0	0	0
Vickerman Road		Acceptable	Green	3.3	9.5	0	0	19	n	150	55	55	0	0	0
Grogan Road		Acceptable	Green	1.2	10	0	0	20	n	175	45	40	0	0	0
Poeppel Road		Acceptable	Green	3.7	9.5	0	0	19	n	200	45	40	0	0	0
				11.7											
Route B	This route is currently bikeable and is a recommended route.														
Bowers Lake Road		Acceptable	Green	5.0	10	0	0	20	n	480	55	50	0	0	0
County KK		Acceptable	Green	2.5	11	0	0	22	n		55	55	1	0	0
County K		Acceptable	Green	1.6	11	0	0	22	n		55	55	1	30	0
Mcintyre Road		Acceptable	Green	1.5	10	0	0	20	n		45	40	0	0	0
Poeppel Road		Acceptable	Green	2.0	9.5	0	0	19	n	200	45	40	0	0	0
				12.6											
Route C	A long-term route improvement is needed.This route will become more feasible once the WIS 26 bypass of Milton is completed. Bicycles will then be able to bike on "Old WIS 26." To complete the link between Old WIS 26 and the Glacial River Trail WisDOT would need to construct a link between the two facilities.	Not Applicable		11.1											
WIS 26 and Glacial River Trail															
Route W1	This route was eliminated. John Paul Road has too much traffic and the shoulders need to be widened to be acceptable.														
John Paul Road		Unacceptable	Red	2.0	10.5	0	0	21	n	2000	45	45	0	0	0
WIS 26		Unacceptable	Red	2.8	12	0	3	30	n	8200	55	60	12	70	0
Glacial River Trail				7.0											
				11.8											
Fort Atkinson to Jefferson Routes															
Route A	This route is currently bikeable and is a recommended route.														
County K		Acceptable	Blue & Green	3.5	12	0	4	32	n	1200	40	45	4	40	0
Route B	This route will be considered in greater detail in WisDOT's final design process.														
WIS 26 R-O-W (Unevaluated)		Not Applicable	Not Applicable	3.4											
Route C	WIS 89 currently has four-foot shoulders and may be suitable for more experienced riders. With the new WIS 26 route, traffic is likely to decrease on WIS 89 and it will become a more acceptable route for additional bicyclists.	Not currently acceptable	Red	2.0											
WIS 89		Not currently acceptable	Red	1.0	11	0	0	22	n	2637	55				
County W															
Route E3	This route was eliminated because it is not as direct as other routes.														
WIS 106	Additionally, some members of the public felt that traffic volumes were too high to make this a comfortable biking route.			0.7											
Curtis Mill Road		Acceptable	Green	2.0	22	0	0	22	n	700					
County N		Acceptable	Green	3.3	12	0	3	30	n	1380-1680					
				6.0											

Source: Wisconsin Information System for Local Roads and Staff Field Reviews

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Location											Traffic Operations Data				
Midblock Identifier (Route/Intersecting Streets, Segment Number, Link Number, Etc.)	Final Report Status	Analysis Results	WI Bike Map Color	Segment Length (miles)	Curb Lane Width (ft)	Bicycle Lane Width (ft)	Paved Shoulder Width (ft)	Total Pavement Width (ft)	Residential Development (y/n)	AADT	Speed Limit (mi/h)	85th %tile Speed (mi/h)	Total Shoulder Width (ft)	Percent Yellow Line	Curb and Gutter (inches)
Jefferson to Johnson Creek Routes															
Route A	This route is currently bikeable and is a recommended route.														
Dewey Road		Acceptable	Green	1.4	10.5	0	0	21	n	410	35	35	0	80	0
Junction Road		Acceptable	Green	0.8	11	0	0	22	n	35	35	35	4	0	0
County Y		Acceptable	Green	2.6	12	0	0	24	n	1200	55	55	8	20	0
				4.8											
Route B															
County N	This route is acceptable from Jefferson to Johnson Creek but terminates in Johnson Creek. The segment of County N and County A north of Johnson Creek do not provide a convenient or direct connection to Watertown.	Acceptable	Green	4.3											
County B		Acceptable	Green	2.7											
				7.0											
Route C	<del>Coordination with the railroad is needed to make this route a reality--</del>														
Future Railroad Corridor (Unevaluated)	<del>WisDOT and the local governments should collaborate on this effort.</del>	Not Applicable	Not Applicable	4.5											
Route D															
Watertown Road	A long-term route improvement is needed. WisDOT will construct a frontage road parallel to WIS 26 as part of the highway improvement project. These improvements will provide a north/south connection.	Acceptable	Green												
Urban section		Acceptable	Green	0.8	12	6	0	36	y		25	25	0	80	30
Rural section		Acceptable	Green	0.5	11.5	0	0	23	y	100	50	50	0	80	0
Future Connections		Acceptable	Green	1.2											
Jefferson Road		Acceptable	Green	1.8	9.5	0	0	19	n	275	55	45	1	0	0
				4.3											
Route E															
Future Rock River Corridor (Unevaluated)	Long-term coordination is needed between WisDOT, WDNR,and local governments to make this trail a reality. This is a long-term project that could be part of WDNR's Land Legacy Program.	Not Applicable	Not Applicable	5.5											
Jefferson to Watertown Routes															
Route A	This route is currently bikeable and is a recommended route.														
Dewey Road		Acceptable	Green	1.4	10.5	0	0	21	n	410	35	35	0	80	0
Junction Road		Acceptable	Green	0.8	11	0	0	22	n	35	35	35	4	0	0
Marsh Road		Acceptable	Green	1.8	9.5	0	0	19	n	15	55	45	0	0	0
Switzke Road		Acceptable	Green	7.0	10	0	0	20	n	75	50	45	0	0	0
Airport Road		Acceptable	Green	1.0	11	0	0	22	n	75	45	45	3	0	0
				11.9											
Johnson Creek to Watertown Routes															
Route A	This route is currently bikeable and is a recommended route.														
County B		Acceptable	Green	1.3	12	0	4	32	n	2800	55	60	4	60	0
Switzke Road		Acceptable	Blue & Green	4.1	10	0	0	20	n	75	50	50	3	0	0
Airport Road		Acceptable	Green	1.0	11	0	0	22	n	75	45	45	3	0	0
				6.4											
Route B	A long-term route improvement is needed. WisDOT will construct a bicycle facility parallel to STH 26 to facilitate bicycle commuting.	Not Applicable	Not Applicable	3.5											
WIS 26		Acceptable	Green	1.3	11	0	0	22	n	75	45	45	3	0	0
High Road				4.8											
Route C	<del>Coordination with the railroad is needed to make this route a reality--</del>														
Future Railroad Corridor (Unevaluated)	<del>WisDOT and the local governments should collaborate on this effort.</del>	Not Applicable	Not Applicable	7.5											
Route D															
Future Rock River Corridor (Unevaluated)	Long-term coordination is needed between WisDOT, WDNR,and local governments to make this trail a reality. This is a long-term project that could be part of WDNR's Land Legacy Program.	Not Applicable	Not Applicable	8.5											
Route W2	This route was eliminated due to increasing traffic volumes and low public acceptance.	Acceptable	Blue	6.5	11	0	0	22	n	1200	45	50	5	50	0
County Y															
Watertown to STH 60 Routes															
Route A	This route is currently bikeable and is a recommended route.														
County M (Watertown to County E)		Acceptable	Blue	2.0	12	0	1	26	n	2200	55	55	4	55	0
County M (County E to County J)		Acceptable	Blue	5.1	11	0	0	22	n	1300	55	55	3	50	0
County M (County J to WIS 60)		Acceptable	Green	2.0	12	0	1.5	27	n	930	55	60	2.5	75	0
WIS 60 (County M to Wild Goose Trail)		Acceptable	Green	0.9	12	0	3	30	n	3800	55	60	6	60	0
				10.0											
Route B	This route is currently bikeable and is a recommended route.														
Welsh Road		Acceptable	Blue	8.3	11	0	1	24	n	1200	55	50	2	0	0
County J		Acceptable	Green	4.0	12	0	3	30	n	350	55	60	4	50	0
County M (County J to WIS 60)		Acceptable	Green	2.0	12	0	1.5	27	n	930	55	60	2.5	60	0
				14.3											
Route C	<del>Coordination with the railroad is needed to make this route a reality--</del>														
Future Railroad Corridor (Unevaluated)	<del>WisDOT and the local governments should collaborate on this effort.</del>	Not Applicable	Not Applicable	9.0											
				10.0											

Source: Wisconsin Information System for Local Roads and Staff Field Reviews  
\*Other criteria that were not applicable include: large truck %, right turn %